

**LAKE MINNETONKA CONSERVATION DISTRICT
BOARD OF DIRECTORS**

7:00 P.M., April 8, 2020
Virtual Meeting

Due to COVID-19 Guidelines, pursuant to a statement issued by the presiding officer (Board Chair) under Minnesota Statutes, section 13D.021, the meeting was conducted remotely through electronic means using Zoom. The LMCD's usual meeting room was not open or available to the public or the Directors.

1. CALL TO ORDER

Chair Thomas called the meeting to order at 7:00 p.m.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Members present: Gregg Thomas, Tonka Bay; Rich Anderson, Orono; Ann Hoelscher, Victoria; Bill Cook, Greenwood; Dan Baasen, Wayzata; Ben Brandt, Mound; Gary Hughes, Spring Park; Michael Kirkwood, Minnetrista; Dennis Klohs, Minnetonka Beach; Mark Kroll, Excelsior; Denny Newell, Woodland; Nicole Stone, Minnetonka; Jake Walesch, Deephaven; and, Deborah Zorn, Shorewood. Also present: Troy Gilchrist, LMCD Legal Counsel; Vickie Schleuning, Executive Director; Matt Cook, Environmental Administrative Technician; Andrea Rehm, Administrative Clerk.

Approximately 82 members of the public attended the meeting, including Gabriel Jabbour (Applicant) and Peter Johnson, both representing Shorewood Yacht Club. Members of the public who spoke are identified in the minutes.

Members absent: None.

4. APPROVAL OF AGENDA

Thomas stated that the audit was not distributed to the Board and therefore requested to pull the 2019 Financial Audit and add it to the next agenda.

MOTION: Thomas moved, Hughes seconded to remove Item 12A, 2019 Financial Audit from the agenda.

Further discussion: Anderson stated that he has been requested the year end statement for some time, specifically wanting to review legal costs. He noted that the statement was prepared in February of last year and was unsure the reason for the delay this year.

Thomas stated that he received an electronic copy of the 58-page document today at 4pm and therefore believed that the Board should have additional time to review the document rather than keep it on the agenda tonight.

Anderson agreed that it was the right decision to pull it off as the Board has not yet reviewed the document.

A roll call vote was performed:

Anderson aye
Baasen aye
Brandt aye
Cook aye
Hoelscher aye
Hughes aye
Kirkwood aye
Klohs aye
Kroll aye
Newell aye
Stone aye
Thomas aye
Walesch aye
Zorn aye

Motion carried.

A roll call vote was performed:

Anderson aye
Baasen aye
Brandt aye
Cook aye
Hoelscher aye
Hughes aye
Kirkwood aye
Klohs aye
Kroll aye
Newell aye
Stone aye
Thomas aye
Walesch aye
Zorn aye

Motion carried.

5. CHAIR ANNOUNCEMENTS

There were no Chair announcements.

6. APPROVAL OF MINUTES- 03/25/2020 LMCD Regular Board Meeting

MOTION: Kroll moved, Kirkwood seconded to approve the 03/25/2020 LMCD Regular Board Meeting

minutes as submitted.

A roll call vote was performed:

Anderson aye
Baasen aye
Brandt aye
Cook aye
Hoelscher aye
Hughes aye
Kirkwood aye
Klohs aye
Kroll aye
Newell aye
Stone aye
Thomas aye
Walesch aye
Zorn aye

Motion carried.

7. APPROVAL OF CONSENT AGENDA

MOTION: Cook moved, Baasen seconded to approve the consent agenda as presented. Items so approved included: **7A)** Audit of Vouchers (4/01/20 – 4/15/20); and **7B)** USGS Zebra Mussel Control Research Project Temporary Structure Request.

A roll call vote was performed:

Anderson aye
Baasen aye
Brandt aye
Cook aye
Hoelscher aye
Hughes aye
Kirkwood aye
Klohs aye
Kroll aye
Newell aye
Stone aye
Thomas aye
Walesch aye
Zorn aye

Motion carried.

8. PUBLIC COMMENTS- Persons in attendance, subjects not on the agenda (limited to 5 minutes)

There were no public comments.

9. PUBLIC HEARING

A) Shorewood Yacht Club (Shorewood Marina) Sites 1 & 2, Commercial Multiple Dock License and Variance, Qualified Commercial Marina, 23500 Smithtown Road, Shorewood, MN 55331

Matt Cook presented a request for a Multiple Dock License and Variance applications from Shorewood Yacht Club. He stated that this proposed action would combine two current Multiple Dock Licenses into one, which would change the classification from Club to Qualified Marina, and would reclassify two BSUs from "private use" to overnight storage. He reviewed the details of the requested variances, noting that with the variances the applications generally meet code requirements. He displayed the approved site plans for site one and two as well as the proposed combined site plan. He highlighted the red lines shown on the west side related to sight lines. He reviewed the existing versus proposed for BSUs, shoreline, density, and maximum dock length. He provided additional information on density, BSUs, dock length, site classification, and requested variances. He provided details on the EAW determination, noting that the proposed changes constitute an expansion of the marina by 14,763 square feet which is under the 20,000 square feet threshold therefore an EAW is not required. He noted that the Board could request a discretionary EAW if it deems that action necessary. He reviewed relevant sections of the code. He noted that notice was provided to the applicable agencies and entities and reviewed the comments received by the City of Shorewood and the MN DNR. He also reviewed the comments received by members of the public in writing prior to the meeting. He reviewed the recommended conditions from staff to be included in the potential future Findings of Fact and Order document for approval of the proposals.

Thomas invited the applicant to address the Board.

Gabriel Jabbour, applicant, stated that he is somehow disappointed that this is the first time he has seen some of this information. He referenced the term yacht club versus marina, noting that the use is not changing and the reason for the change in classification is because they are receiving a large number of calls to determine if the business reciprocates use by other yacht clubs across the country. He referenced the old survey, noting that his neighbor is the City of Shorewood. He stated that the lot line extension has been drastically shifted towards him, noting that the last permit he received around 2000 and was not a variance. He stated that the new structure would actually protrude less than the current structure in that area. He stated that he would have no problem ensuring that people would not be docking in the area they are not supposed to be docking. He stated that only one dock would be extending to 200 feet, which is allowed by code. He stated that he would have no issue for keeping a designation of private use on the two docks. He stated that the existing docks are all side opening, which requires additional setback that is not provided. He stated that his proposal would change that to improve the navigation within the harbor. He provided additional details on the navigational improvements that are proposed. He provided historical details on the allowed and licensed water storage units allowed. He stated that as proposed the water storage units would only increase by two

units. He stated that his neighbor to the west is the City of Shorewood and provided details on the adjusted lot line. He stated that he concedes with staff that two slips can be designated as private use, he understands that if an increase is done in the future an EAW would be needed, even though an EAW was completed in the past. He stated that he would rather not be forced to do a land registry that would put him at odds with the neighboring property.

Baasen stated in 2015, the Board reviewed quite completely what would define a commercial marina. He noted that the dock line was extended to 200 feet at that time with the ability for the marina to reconfigure within that envelope. He stated that he does not see anything in the proposal that conflicts with that 2015 action.

Chair Thomas stated that he does not believe that the LMCD has any ability to control the name, whether it is a yacht club or marina.

Schleuning stated that staff advertised under the existing name to ensure people would recognize the request but confirmed that the name would not matter.

Hoelscher asked if there is a legal reason to include the two regulations related to the City of Shorewood and the HCRRA. She stated that she is understanding that those entities have not requested access at this point and asked if there is a legal reason to include those in the order.

Gilchrist stated that the LMCD struggles with needing to respect riparian rights and therefore the basis of that recommendation is to ensure that approving this would not restrict other riparian rights.

Cook stated that he appreciates the comment from Gilchrist, but noted that the legislature was clear on the roles and obligations of the LMCD and suggested that those two items be removed as those are property rights on the land and is not the business of the LMCD.

Gilchrist recognized the limitations placed by the legislature but noted that this activity is not above the high-water mark. He stated that he is simply explaining why those conditions were suggested but confirmed that the Board could choose to remove those two conditions.

Cook stated that if this is about riparian rights, that should be specified rather than including a vague statement.

Walesch stated that he does not feel it would be appropriate to include those two conditions. He stated that the applicant is proposing something that takes into consideration the rights any adjacent property owner may have, in terms of riparian rights, and is in conformance of those rights. He stated that these are permanent docks, and this is the time to provide comment, noting that the City and Railroad have both been provided the opportunity to comment and have both agreed to this proposal. He stated that he did not see the purpose in including a condition that could run in perpetuity and force the applicant to change permanent docks in the future.

Zorn echoed the comments of Walesch and Cook. She stated that she would feel most comfortable removing

those two conditions related to Shorewood and the Railroad. She stated that documentation letters have been received by those entities and felt that leaving those conditions in would cloud the situation.

Anderson stated that he has seen the fence barriers before and is somewhat uncomfortable with that element, noting that two recent approvals did not require that element. He believed the fence barrier to be unnecessary, unsightly, and unsafe.

Chair Thomas asked why that condition would be included.

Schleunig explained that the area is already close to the setback area and staff does not want anything stored in that location. She stated that there have been complaints in the past at other locations that require hours of staff time for enforcement. She noted that fencing would not have to be used and reviewed some of the alternative measures that could be used. She confirmed that the violations she was referring to did not occur at this location.

Thomas opened the public hearing.

Patrick Foss, 456 Lafayette, stated that he is the closest property to the marina and his heart is racing with the impact that this would have to his family related to safety. He stated that this proposal only looks at the property, rather than looking at the entry and exit. He stated that there are two narrow channels that service as entry to the yacht club. He stated that the proposal would add 50 slips of 40 feet or greater, with 12 of those slips being 48 feet. He stated that it is difficult for large boats to navigate that channel and this would be the densest marina on the lake. He stated that this proposal would significantly increase the size of the boats. He believed that an EAW should be completed because of the impact of the larger boats. He stated that he respects the applicant in his desire to maximize the boat size. He stated that increase in size would significantly increase the profit of the marina. He stated that his house is directly to the east. He described the path boats take, arching past his home. He noted that the boat traffic will increase by four times and has to funnel through the two channels. He stated that his family enjoys water activities in front of their home and the increased traffic would be unsafe for his family. He stated that the channels are supposed to be no wake channels but counted one dozen boats that flew through the channel the previous day. He stated that this marina is unique in that the traffic has to go through the channels to access the lake. He stated that the property owners on Timber also use the channel to avoid the vegetation in that area. He stated that the person that designed the high-density marina in this location must not have been familiar with the lake. He stated that he reached out to the applicant on a number of occasions. He stated that he is not opposing the rights for the applicant to improve the property but requested to make the long pier on the east side as that would prevent that funnel of increased traffic past his home.

Inky Campbell, 450 Lafayette, identified the location of his home. He stated that he supports the concerns from Mr. Foss and would like to emphasize that in front of his home, on the lake side, he has noticed racing through the channel. He noted that he would appreciate additional no wake signage from the LMCD to reduce the speed of boat traffic. He agreed with the concerns related to the additional and close by traffic that would result from this request.

Dale Smith, 448 Lafayette, stated that he submitted written comments prior to the meeting noting that his

largest concern is the speed of the large boats coming through the channel. He stated that they are very large boats going too fast through the channel, which are going to the marina. He estimated that about 100 boats go through the channel at faster than minimum wake speeds on a summer day.

Mr. Foss stated that many of the neighbors did not receive notice about this request because of the 350-foot notification area. He stated that the property owners will take this as far as necessary to get a modification and address the safety concern.

Cheryl Christian stated that she is associated with the townhome association and made the comment that the townhome association have the same concern with safety related to the impact increased boat traffic would have on erosion and the people that swim or participate in other water recreation activities in that area. She asked the setback from property to dock and the current setback versus the proposed setback.

Matt Cook reviewed the standard setback. He also reviewed the proposed setbacks.

Jabbour stated that is not the correct information. He stated that the proposal increases the setback by five feet. He explained that if the lot line were extended straight, he would be 150 feet from the line, but the LMCD adjusted that lot line towards his property. He stated that his proposal does not exceed into that setback. He stated that his request is compliant. He stated that Shorewood Yacht Club has not had any boats come or go yet this year, therefore the traffic neighbors mentioned is not from this property. He stated that he polices the activity and kicks out members that do not abide by the rules. He noted that safety is the number one priority and objects to the statement that this is the biggest or most dense marina on the lake. He stated that those are emotional statements rather than factual statements. He stated that the fact is clear that there is a 100-foot dock in existence approved with no variance.

Petra Cripe, 450 West Lake Street, stated that her property is directly adjacent to the Minnetonka Dredging property and it was her understanding that the Shorewood Yacht Club was only ever to be used for sailboats and not for motorboats. She stated that a few years back the owner of the business claimed that it was a hardship and wanted to allow motorboats. She stated that was approved and there has been an increase in the boat traffic that has eroded shoreline property. She asked why a variance would be granted to allow this activity. She stated that her 28-foot pontoon can barely get past the barges, which are parked side by side. She commented that navigation is tight to begin with and the proposed docks would change the ecosystem and further impact the navigation. She commented that this is a huge increase and did not believe this was the appropriate manner in which to hold this type of meeting.

Chair Thomas agreed that every person participating in this meeting would have like to hold it in person, but due to the COVID-19 situation, things have to be conducted differently until at least May 4th but business must continue as the LMCD still has deadlines for its reviews.

Chair Thomas closed the public hearing.

Matt Cook referenced the 2006 site plan which shows the site line at 30 degrees extending into the lake, which verifies the information stated by Jabbour.

Anderson stated that the proposed plan is completely legal and could actually exceed further than proposed. He referenced the alternative plan proposed by Mr. Foss that would actually exceed past the allowed marks and would not be in compliant. He identified multiple locations where the applicant provides more than the required setback.

Chair Thomas stated that the Board has not contested that the applicant's proposal is within the allowed envelope.

Anderson stated that this proposal is designed in a way to not have side opening slips. He referenced the recently approved reconfiguration for the Caribbean, which had side opening slips. He noted that this proposed design is intended to increase the ability for the boats to navigate. He stated that perhaps some buoys could be put in the channel to help slow the speed. He noted that the proposed design is a large improvement and complies with the rules of the LMCD.

Newell stated that this is a small bay and perhaps some buoys could be placed to mark the no wake area. He stated that there seems to be a small change in vector in the new configuration but the number of BSUs is not changing.

Kirkwood acknowledged that residents are concerned with boat speed, boat size and density and suggested that the Board review that separate of this issue. He commented that he believes that this proposal is an improvement and thanked the applicant for his work on that. He referenced the 20-foot setback to the east and asked if that is an adequate width to allow the boats in that area to get into the slips.

Jabbour replied that the LMCD states 20 feet. He stated that he also owns the adjacent land to the east. He explained that there would also be a 20-foot setback for the property he owns to the east, which when combined is 40 feet. He explained the thought that was put into the proposed design.

Kirkwood commented that the dock safety and electrical improvements will be a great benefit. He stated that perhaps buoys be placed to imply the property line for boats coming and going.

Jabbour commented that the buoys would be a hinderance to the barge traffic. He stated that his setback and the barge setback are used for common navigation for both parties.

Walesch stated that the design of the dock ensures that the backing up and navigation happens between the docks. He clarified that the slips on the east would be for boats 25 feet and under and would not house the large boats.

Jabbour confirmed that the boats that would be docked to the east would be under 25 feet because those slips are 25 feet.

Kroll stated that there is a lot of material to absorb and would perhaps want to learn more about the request and would suggest tabling this action in order to move to the next agenda item.

MOTION: Anderson moved, Zorn seconded to direct staff and LMCD legal counsel to draft Findings of Fact and Order approving the Shorewood Yacht Club (Shorewood Marina) 2020 Multiple Dock License and Variance applications for the properties located at 23500 Smithtown Road in the City of Shorewood as presented for consideration at the April 22, 2020 Board meeting with the additional items as discussed including rope/clip fence, signage 5" x 5" every other pole, 2 BSUs remain "private use", area included in future EAW Calculations, and old variances carried forward as necessary.

A roll call vote was performed:

Anderson	aye
Baasen	aye
Brandt	aye
Cook	aye
Hoelscher	aye
Hughes	absent/lost connection
Kirkwood	aye
Klohs	nay
Kroll	abstain
Newell	aye
Stone	aye
Thomas	aye
Walesch	aye
Zorn	aye

Motion carried.

10. OTHER BUSINESS

There was no other business.

11. OLD BUSINESS

There was no old business.

12. NEW BUSINESS

~~A) 2019 Financial Audit~~

B) COVID-19 and Lake Use

Schleunig reported that the LMCD office has received many calls from dock installers and marina owners. She stated that the District has been in contact with the State because the guidelines are from the State. She stated that information has been provided from the District on dock installation and social distancing. She stated that in addition

to what the Governor stated today, there would be additional guidance for businesses. She stated that some of the lake service providers have provided plans that would be viewed positively by the State. She stated that once the District receives information, it will update the website. She stated that the Governor will provide additional guidance this week.

Robin Adwell, Cooks Bay resident, commented that she pays a lot in taxes to live on Lake Minnetonka and does not believe that her access to the lake should be restricted. She commented that people can social distance themselves on the lake.

Chair Thomas stated that LMCD is not restricting anyone and is simply sharing information it has been given.

Kroll stated that he works for a company that is fighting COVID-19 and Minnesota is not experiencing anything like other locations. He stated that he is flabbergasted to see a proposed limitation on dock installers as he did not see a reason to restrict that activity. He asked if the Governor specifically mentioned dock installations.

Schleuning stated that this is the information she has received from the State and additional information will follow from the Governor's office.

Chair Thomas stated that he sincerely hoped that docks get installed and boats get delivered. He stated that the LMCD is receiving a lot of questions and attempted to share the information it has received.

Kroll stated that it is not clear to him whether the DNR would have the statutory power to limit dock installation and therefore it would most likely be up to the decision of the dock installers whether or not they are going to operate.

Ms. Adwell stated that the LMCD needs to update its website as she believes the current information is not correct. She commented that the Governor's guidelines are allowing docks to be installed and demanded that the LMCD update its website. She commented that the residents of the lake will decide who is reelected and whether or not they pay their taxes.

Kroll commented that staff mostly did a great job on the information shared, but did not like the exception of the dock installers that was in place. He thanked staff for the work they did.

Chair Thomas noted that once additional guidance is provided by the State, the LMCD will update its website.

John Ressler, Crystal Bay resident, commented that this is a fluid situation with a lot of emotions. He believed that the information shared online triggered a lot of emotion and perhaps the LMCD should refrain from posting information that could conflict with the information found within 20-33.

Schleuning agreed that those were good points and was sharing information they were provided from the state.

Chair Thomas stated that perhaps the language could state that dock installers are not listed in 20-33.

Anderson stated that Mr. Ressler made a great point that dock installation could be included in construction. He noted that some construction crews include 40 people, whereas dock installation is usually two to three people

working together.

Jeff Michaelson asked that people not jump to extremes. He noted that dock installers work in groups of two, whereas people are more at risk going into a grocery store. He asked that people look at the issue with reality as the small groups of dock installers have little impact on others.

Walesch stated that it is important to understand that the LMCD is not interpreting what is in the order and making its own conclusion. He stated that this is coming down from other entities, noting that on other lakes Sheriffs have stopped work on docks and at marinas. He asked staff to share the information on the entities that these messages came from and how the LMCD is advocating for dock installers and other work along the lake. He stated that the LMCD is only posting the information explained by other government agencies and entities and is left for the residents to interpret.

Brandt agreed that the LMCD is relaying the messages from the State and DNR. He stated that everyone would like to enjoy the early ice off, but the LMCD is simply following the direction of other groups.

Schleunig stated that the information shared by the LMCD was gathered from the Governor's office and DNR. She stated that the LMCD is providing information and education. She stated that the LMCD continues its attempt to educate other groups on how social distancing could be implemented by dock installers and marinas.

Ed Rockwell, Harrison Bay resident, stated that there are 22 docks installed on the shoreline, 20 of which were put in by installers. He stated that the installers are doing the work and it is going fine. He asked when the buoys will be installed as there are boats on the lake.

Schleunig stated that the buoys started being installed this week, noting that the process could take longer. She explained that Hennepin County contracts with a company to install the buoys.

Chair Thomas stated that there was a lot of good news today as Minnesota is doing a great job in social distancing and bringing down the curve. He stated that he is sure that the dock installers and marinas are doing everything they can to avoid spreading the virus.

Tom Nichol echoed that there is a lot of emotion behind the topic. He stated that it appears that the LMCD is advocating for the issue but the message on the website is driving an improper position. He stated that perhaps the message be changed to say that people should check the State website for updates. He hoped that the LMCD continues to advocate for dock installers, marinas, and those on the lake. He stated that this is an opportunity for the LMCD to show how it advocates for the Lake and changing the information on the website would provide that opportunity.

Eric Janke echoed the comments of the last speaker. He stated that there are ways the LMCD can advocate for the dock installation and boat delivery industries. He provided additional information that he found showing that boat deliveries and dock installations are deemed essential on the critical business list from the State.

Mike Farnard asked if marine preparation and preparing vehicles to go into the lake is deemed essential and asked if there is a penalty or whether it is a suggestion.

Schleunig provided details on what was included in the order, noting that additional clarification should be provided this week. She noted that law enforcement is attempting to take an educational standpoint in this area but there could be penalties.

Jay Soule commented that a lot of residents look for guidance from the LMCD so when a message of this nature is posted, it is a big deal that makes people upset. He stated that his business went to great trouble to ensure that it could operate and do what it needed to do. He stated that the work his business does is deemed essential in the State order. He stated that it is difficult when the LMCD puts out information that is opposed to the work they are legally doing. He noted that his business received legal assurance that it could do its job prior to beginning work.

Andrew Spillseth, co-owner of a marina, stated that he received a large amount of calls today due to the information on the LMCD website and appreciated if that information would be taken down. He stated that he does not want people under the impression that his business is operating illegally.

Kelly Gillespie, owner of Tonka Auto and Marina, stated that perhaps if the LMCD utilized some of the businesses on the lake to spread the information that could make things easier and more streamlined.

Chair Thomas thanked the members of the public for their comments. He stated that the LMCD will modify the information on the website as needed and shared by the state.

Anderson made a motion to remove the information on the website until the information can be reviewed to ensure it is correct.

MOTION: Anderson moved, Cook seconded to remove the COVID-19 information related to dock installation and boat delivery from the website until the information can be reviewed by the Board to ensure it is correct and up to date.

Further discussion: Hoelscher stated that she would recommend leaving that information up but modifying the controversial sections to state that the LMCD is awaiting additional information from the State, similar to how marinas are listed.

MOTION: Hoelscher moved, Kroll seconded to amend the motion to change the information related to dock installers and boat delivery to follow the marina section to state that the LMCD is awaiting clarification from the State.

Further discussion: Kroll referenced the resident comment related to boat delivery and dock installation being deemed essential and asked that Gilchrist look into that rather than awaiting clarification from the State.

Anderson stated that he is most concerned with dock installers and groups like, Blue Lagoon, that provide boat delivery but do not have a marina. He stated that he does not want dock installers and watercraft delivery off of the COVID-19 portion of the website.

Hoelscher withdrew the proposed amendment to the motion.

A roll call vote was performed:

Anderson	aye
Baasen	aye
Brandt	aye
Cook	aye
Hoelscher	aye
Hughes	aye
Kirkwood	aye
Klohs	aye
Kroll	aye
Newell	aye
Stone	aye
Thomas	aye
Walesch	aye
Zorn	absent/lost connection

Motion carried.

13. TREASURER REPORT

Cook had no report.

14. EXECUTIVE DIRECTOR UPDATE

Schleuning had no further report.

15. STANDING LMCD COMMITTEE/WORKGROUP

Aquatic Invasive Species Taskforce: No report.

Budget Workgroup: No report.

Communications & Legislative Relations: Hoelscher stated that the work group has been formed and is composed of herself, Schleuning, Kirkwood and Walesch.

Deicing and Permanent Dock Workgroup: Anderson stated that he will have information to share at the next meeting.

High Water Declaration/Slow Wake Workgroup: Kroll stated that Lieutenant Magnuson has designed some signage and noted that 15 signs are being created to be posted.

Save the Lake Committee: No report.

Strategic Plan Subcommittee: No report.

Other: Newell stated that the aquatic invasive species group at the University of Minnesota is conducting a webinar on Friday and suggested that the Board members participate.

Chair Thomas noted that it is a free webinar but those interested must register ahead of time, noting that the information was distributed from staff.

16. ADJOURNMENT

MOTION: Walesch moved, Hughes seconded to adjourn the meeting at 10:08 p.m.

Anderson	aye
Baasen	aye
Brandt	aye
Cook	aye
Hoelscher	aye
Hughes	aye
Kirkwood	aye
Klohs	aye
Kroll	aye
Newell	aye
Stone	aye
Thomas	aye
Walesch	aye
Zorn	absent/lost connection

Motion carried.

Gregg Thomas, Chair

Dan Baasen, Secretary